U.S.C. App. 2 § 1 et seq. The meeting is open to the public. Members of the public may present written or oral statements at the meeting. The agenda for the meeting will focus solely on discussion of the Houston Ship Channel 2000 (HSC 2000) report.

Dated: January 27, 1995.

## R.C. North,

Rear Admiral, U.S. Coast Guard, Commander, Eight Coast Guard District.

[FR Doc. 95-2994 Filed 2-6-95; 8:45 am]

BILLING CODE 4910-14-M

## Federal Highway Administration and Federal Transit Administration

## Environmental Impact Statement; Milwaukee and Waukesha Counties, Wisconsin

AGENCY: Federal Highway Administration (FHWA), DOT; Federal Transit Administration (FTA), DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA, the FTA, and the Wisconsin Department of Transportation (WisDOT) are issuing this notice to advise the public and all other interested parties that in accordance with the National Environmental Policy Act (NEPA) an Environmental Impact Statement (EIS) will be prepared for transportation improvements in the central East-West Transportation Corridor of Milwaukee and Waukesha Counties, Wisconsin. The WisDOT will ensure that the EIS also satisfies the requirements of the Wisconsin Environment Policy Act (WEPA). The Draft EIS (DEIS) will include a Major Investment Study (MIS) in accordance with 23 Code of Federal Regulations part 450.

Among the alternatives that the EIS will evaluate are the No-Action and Transportation System Management (TSM) alternatives; light rail transit, freeway modernization, with and without special lanes for buses and carpools; and combinations of freeway modernization and fixed transit alternatives. Any new prudent and feasible alternatives generated through the Scoping process will also be considered.

Scoping will be accomplished through correspondence with interested persons, organizations, and federal, state and local agencies, and through two public meetings.

This notice supersedes the previous FTA Notice of Intent published in the **Federal Register** on March 27, 1992 (Vol. 57, No. 60, Page 10691).

 $\begin{tabular}{ll} \textbf{FOR FURTHER INFORMATION CONTACT:} & Mr. \\ Richard Schimelfenyg, Statewide \\ \end{tabular}$ 

Projects Engineer, Federal Highway Administration, 4502 Vernon Boulevard, Madison, WI 53705–4905, phone (608) 264–5437, fax (608) 264–5959; Mr. Joel Ettinger, Regional Administrator, Federal Transit Administration, 55 East Monroe Street, Suite 1415, Chicago, Illinois 60603, phone (312) 353–2789, fax (312) 886–0351; or Mr. James Beckwith, Project Manager, Wisconsin Department of Transportation, District 2, 141 NW. Barstow Street, Waukesha, Wisconsin 53188, phone (414) 548–8675, fax (414) 548–8655.

**COOPERATING AGENCIES:** The FHWA, FTA and WisDOT have determined that the following agencies will be asked to be Cooperating Agencies in preparation of this EIS:

U.S. Army Corps of Engineers (COE), U.S. Coast Guard (CG),

U.S. Department of Veteran Affairs (VA).

U.S. Department of the Interior— National Park Service (NPS), andU.S. Environmental Protection Agency (EPA).

Any other agency that believes it may have either jurisdiction-by-law or special expertise related to this project should consult with the individuals listed above.

SUPPLEMENTARY INFORMATION: The central East-West Transportation Corridor is a major travel corridor bisecting Milwaukee and Waukesha Counties. The Corridor includes portions of seven cities: Brookfield, Glendale, Milwaukee, New Berlin, Waukesha, Wauwatosa, and West Allis; three villages: Elm Grove, Shorewood and West Milwaukee; and three towns: Brookfield, Pewaukee and Waukesha.

The central East-West Transportation Corridor study area is generally a corridor approximately four to six miles wide extending from the junction of State Trunk Highway (STH) 16 and Interstate Highway (IH) 94 in Waukesha County 18 miles easterly to downtown Milwaukee and Lake Michigan in Milwaukee County. The central East-West Transportation Corridor generally follows the east-west route of IH-94 and extends north at it's eastern terminus to include the University of Wisconsin-Milwaukee Campus and the near north shore communities adjacent to the City of Milwaukee.

While there are other East-West transportation corridors both north and south of the central transportation corridor, they do not directly serve the central business district of downtown Milwaukee, except by connections to north-south transportation corridors.

Transportation improvements in the central East-West Corridor are intended to improve accessibility in the corridor. A substantial portion of the corridor is largely composed of a low income, nonwhite, and transit-dependent population. Improved transportation should better serve the bidirectional travel needs of the area's growing employment base and population. Transit and highway improvements would also reduce traffic congestion, improve travel safety, and reduce accidents. Improved transportation operations in the corridor may alleviate regional air quality problems by providing alternatives to the single occupant automobile for many trips. Further, improved transit may alleviate traffic and parking problems that prevail in some of the most densely populated portions of the corridor and assist in opportunities for improved land use patterns and jobs development. In light of the above factors, the purpose of the central East-West Corridor study is to identify the best approach for improving long term transportation service in the corridor in a cost-effective, equitable, and publicly acceptable manner.

## **Previous Activity**

As noted earlier, on March 27, 1992 the FTA announced through a Notice of Intent in the **Federal Register** that an Alternatives Analysis/Environmental Impact Statement (AA/EIS) would be prepared for transit improvements in the East-West Corridor in Milwaukee and Waukesha Counties. During the alternatives analysis reasonable and promising alternatives including technology type, alignment, and location of train storage yards and a maintenance center, were evaluated according to FTA criteria. Twelve alternatives were developed and presented at public meetings, Technical Advisory Committee meetings, and Study Advisory Committee meetings. After FTA approval, the twelve alternatives were being evaluated in an AA/DEIS (that was not circulated). These twelve alternatives included the No Build and Transportation System Management (TSM) alternatives, high occupancy vehicle (HOV) lanes for buses and carpools, express and rapid light rail transit (XLRT and RLRT), rapid busway (RBUS), minimum length routes for both LXRT and RLRT, and combinations of all modal alternatives described above.

In late 1993, a committee of local mayors, county executives, village presidents, and state and regional transportation officials, known as the Study Advisory Committee, identified Alternative 12 as their preliminary